

"OUR DAY."

MESSAGE FROM H.M. THE KING.

The following telegram, addressed by H.M. the King to the British Red Cross Society and Order of St. John, was received yesterday by H.E. the Governor:

FOR OUR DAY.

The work of mercy jointly carried out by the British Red Cross Society and the Order of St. John of Jerusalem has evoked among my people the deepest feelings of gratitude and pride.

From what I have seen at home and at the front I fully appreciate the splendid work the Society has accomplished.

As it is only by a United Empire that victory will be secured, so for the relief of those who suffer in its attainment must we stand equally united.

I have great pleasure in giving £5,000 as a donation to the Fund, upon the resources of which there must be ever increasing demands.

(Signed) GEORGE, R.I.

Throughout the British Empire a special effort is being made to-day to gather funds for the Red Cross movement which, during the past two years of the Great War, has sent forth its members in their thousands, to tend the wounded on the field of battle or in the hospitals at the base. Hongkong promises to do its part right worthily.

Lady May has marshalled the women workers, and their task is to sell roses to all and sundry for the best prices they will fetch. Here, it seems there is a splendid opportunity for some large-hearted Taiwan to establish a World's record. On Queen's Alexandra's Day last year, we believe, the highest price realised for one small bloom was £1,000 so that, at the present rate of exchange, \$10,000 will be sufficient. Who will be the lady to secure such a prize?

WHERE TO BUY ROSES.

The list below gives the stations at which "Our Day" roses will be sold, and also the names of the ladies who will sell the roses:

Butterfield and Swire's to Law Courts, including Murray Pier:—Mrs. Pearce, assisted by the Misses Rodger, Mrs. Bowley, Mrs. Bridges and Mrs. H. Griffin.

Hongkong and Shanghai Bank and Chartered Bank:—Mrs. Moxon, assisted by Mrs. Ram and the Misses Laureiro.

Grand Hotel, Carlton Hotel, Duddell Street, south side of Queen's Road, and Duddell Street to Flower Street:—Mrs. Bishop, assisted by five girl guides.

North side of Queen's Road, Mercantile Bank to Hongkong Hotel:—Mrs. Barker, assisted by the Misses Mackenzie, Sophie Weill, Suzanne Weill and Miss Judah.

Hongkong Hotel and both sides of Peddar Street:—Mrs. Ralphs, assisted by Mrs. A. F. Griffin, Mrs. Wakeman, Mrs. Holyoak, and the Misses Joyce and Dorothy Holyoak.

Des Vaux Road, from Hongkong Hotel to Ice House Street:—Mrs. Pentreath, assisted by Mrs. Goodban.

From P. and O. Offices to Jardine's corner:—The Misses Gordon and Miss Lammer.

Blake Pier:—the Misses Iris and Joyce Thornhill and Miss May Blake.

King's and St. George's Buildings:—Mrs. Greaves, assisted by Miss Worters and Mrs. Butterfield.

Ferry Wharf:—Mrs. Huden, assisted by Miss Doris Goodall and Mrs. Slater.

Queen's Buildings:—Mrs. Fletcher, assisted by Miss Locable, Miss May and Miss Dione May.

Prince's Buildings and Russian Bank:—Mrs. Cousland, assisted by Mrs. Moss, Mrs. Johns, and Miss E. Tisdall.

Alexandra Buildings to Government Buildings:—Mrs. Hodgson, assisted by Mrs. Moore and Mrs. Glaister.

Murray Road to Arsenal Street:—Mrs. Adams, assisted by Mrs. Wilson and Mrs. Wilkinson.

Special for Barracks:—Miss C. Allison.

Morrison Hill, etc.:—Sister Beatrice and Sisters of Italian Convent.

Quarry Bay:—Mrs. Grimshaw, and Tai Kok Ladies.

Kowloon district and Hung Hom:—Mrs. Stark, assisted by the Misses Ellis, Miss Abraham and six girls from British schools.

Club Lusitano:—Mrs. Silva Netto.

Club de Recreio:—Mrs. Bothelo, assisted by the Misses A. Basso, A. Rosario, M. Souza and P. d'Almeida.

Tram Station (Peak):—Mrs. Maine and Peak school children.

Tram Station (Lower):—Mrs. Hale and Miss Maine.

Lower Castle Road:—Mrs. Davy.

Lower Castle School:—Mrs. Arnold.

The Harbour:—Mrs. Arthur, assisted by Miss Dennison and Mrs. Milner Jones.

China Sugar Refinery:—Mrs. Shaw, assisted by the Misses Shaw.

P.W.D.:—Mrs. Chatham and Mrs. Wolfe.

The selling of roses will be concluded at mid-day, when it is reasonable to suppose that all residents will have made their purchases. All the business houses in the Colony will be closed for the day at 1 p.m.

THE LOCAL ARRANGEMENTS.

At 3 in the afternoon H.E. the Governor will open "The Fair," upon the organisation of which the members of the War Charities Committee and others have been devoting all their spare time for weeks past. He will be received on arrival by the members of the General Committee.

The Police Reserves will supply a mounted escort for His Excellency, escorting the Governor and his party to the main entrance to the Fair. Here a guard-of-honour of the Police Reserves will also be drawn up to receive His Excellency who, after taking the salute, will proceed to open the Fair.

Mr. T. F. Hough, A.S.P. (R) Traffic Patrols, will be in command of the mounted escort, and Mr. J. W. Franks, A.S.P. (R), in the absence of Mr. F. C. Jenkin, D.S.P. (R), will be in command of the whole force on duty.

The organisation and arranging of the "Fair" has entailed a very considerable amount of thought and work. The idea originated with Mr. O. H. D. Hay, who has evinced a deep and active interest in its development, and has, indeed, taken a part in the working out of nearly all the details of the show ground. He was not included in the original Working Committee, but his subsequent inclusion proved a good stroke of business. The Working Committee, to whom the duty of arranging and carrying through this part of the day's function was delegated, is composed of:

The Hon. Mr. C. H. Sharp, K.C. (chairman); the Hon. Mr. E. R. Hallifax, (secretary); Mr. Spaldford, (treasurer); Mr. C. H. P. Hay, Captain Hammond, 18th Infantry (representing the Military); Commander C. W. Beckwith, R.N. (representing the Navy); Mr. C. McI. Messer, Captain Superintendent of Police; Mr. A. Franks, A. S. R. (R.) in command of the Police Reserve; Mr. E. Ralphs, Superintendent of the local branch of the British Red Cross and ambulance Brigade; and Mr. W. J. Tucker, Superintendent of the Botanical Gardens. Those in charge of the leading attractions are as follow:—Cocoa-Nut Shies—Messrs. T. Pearce and G. A. Pentreath; Jungle Range—Hon. Mr. Claude Severn; Aunt Sally—Messrs. Richard Hancock and A. O. Laing; Theatre—Mr. C. H. P. Hay, assisted, as stage-manager, by Mr. W. Sinclair; Dancing—Mr. C. Champkin; Kicking the football—Mr. White; Golf Competition—Mr. S. H. Dodwell; Red Cross Competitions—Dr. Koch and Mr. E. Ralphs; "Everything Stores"—Mrs. Hay and a number of ladies.

In the evening there will be a fête at the Botanical Gardens, which will be ablaze with illuminations.

The Murray Parade Ground gateway will be opened at 2.30 p.m., and the Public Gardens will be opened in the evening at 8.45 p.m. for admission to the fête and illuminations. Two telephones have been installed on the Murray Parade Ground, the numbers of which are 8 and 132.

No effort has been spared to make "Our Day" a splendid success, and it is to be hoped that, as a result, the Colony will be able to feel proud of the measure of its contribution to the Red Cross Society on this memorable occasion.

LADY MAY'S "OUR DAY" ROSE FUND.

Anonymous	5.00
Mr. Patterson	5.00
Mr. Lo Chung Wan	10.00
R. D. B. T.	10.00
Mr. T. F. Hall	10.00
Mr. and Mrs. Mohler	10.00
Mrs. Hallifax	20.00
Mr. Lauritson	25.00
Mr. Branch	25.00
Mr. and Mrs. Tong Lai Tsun	25.00
V. A. D.	70.00
Messrs. Joseph Brothers	100.00
Japanese Community, per Consul-General for Japan	611.50
Through Miss Daisy Mackenzie:	
Dr. Yung Tze Ming	\$50.00
Dr. Wan Man Kai	10.00
Dr. S. F. Lee	5.00
Mr. J. C. Pina	5.00
Mr. H. O. Holt	5.00
Mr. H. O. Over	5.00
Mr. E. W. White	5.00
Mr. Yung Hin Chui	5.00
Mr. Pestonjee	5.00
Mr. Chow Shousan	5.00
Mr. Lee Sik Ling	5.00
Mr. E. Abraham	5.00
Mr. Lau In Chung	10.00
Mr. Lau Tak Po	10.00
Mr. Lewis A. Tobias	5.00
Anonymous	2.00
	137.00
Previously acknowledged	1,493.50
	3,990.
	5,153.50

In yesterday's list "Mr. Pope" should have been "Rev. N. O. Pope."

THE RED CROSS MOVEMENT.

The Red Cross Movement, as is known, derives its origin from the Order of St. John of Jerusalem. From this most ancient Order, which possesses an unbroken record, dating back to the eleventh century, is descended the Grand Priory of the Order of the Hospital of St. John of Jerusalem in England, and this in its turn brought into existence the St. John Ambulance Brigade as we know it to-day.

The British Red Cross Society was inaugurated at a meeting held at Buckingham Palace on the 17th July, 1905. The Society was granted by his late Majesty a Royal Charter of Incorporation on the 3rd September, 1905. The primary object of the Society is to furnish aid to the sick and wounded in time of war, supplementary to that provided by the Medical Department of the Navy and Army.

Soon after the outbreak of the present war, a Joint War Committee was formed, of equal numbers of Members of the Order of St. John and the British Red Cross Society for the purpose of administering the Joint Fund and co-ordinating all matters relating to the War in general, and the following in particular:—Stores and transport; motor-boats and ambulances; hospital trains; wounded, missing and prisoners; department; Prisoners of War Fund; and nursing personnel.

The "Hongkong and China District" of the Brigade was established in 1915, consequent upon correspondence between H.E. the Governor and General Dalton, Chief Commissioner of the Overseas Brigade; and in September of that year Mr. Ralphs was appointed Officer in Charge of the District, and Dr. W. V. M. Koch District Surgeon. Work has been carried on quietly but steadily, and now a large number of applicants are awaiting admission to the Men's Companies. Careful selection is being made, as the Brigade desires, above all things, efficiency as opposed to numbers.

The Chinese see in the movement a means not only of assisting their sick and wounded fellow men, but also of spreading among the people a real and practical knowledge of hygiene, cleanliness and attention to the rules of health—while at the same time the members of the Brigade themselves are, in Hongkong, expert swimmers and enjoy the benefits of strict discipline. The Brigade is accordingly receiving generous support from Chinese gentlemen. For example, the Saiyungpun Company has been entirely equipped by Mr. Ho Kom-tong.

The District Patrons are H. E. the Governor and Lady May, and in addition to Mr. Ralphs and Dr. Koch, already mentioned, the District Staff comprises Dr. J. C. Dalmaoy Allan, Corps Surgeon, and the Hon. Mr. P. H. Holyak, Corps Superintendent.

There are four Divisions in the Colony, one for women and three for men—The Nursing Division, forming a Voluntary Aid Detachment registered as "The No. 1 Hongkong V. A. D." with approximately 80 members; the Chinese Y.M.C.A. Division, with 24 members (all Chinese); the Saiyungpun School Old Boys' Division, now comprising 35 men members, to be raised to 50 this year and 100 in 1917; and the Police Reserve Ambulance Company, of approximately 40 men. Applications have been received for the formation of two more men's divisions.

YE OLDE ENGLISHE FAYRE GUYED.

The fair will be held on the Murray Parade Ground. There may be more than one entrance, but there is only one way to get in without paying and that is by aeroplane. The chief entrance is from the Via Perki, better known as the Queen's Road, where a magnificent flight of steps leads up through a baronial Byzantine structure built in the twentieth century and constructed of firewood, old masts, and rusty nails, plastered over with mud to represent stone work and known as the "Castello di Uff." recalling to mind that famous warrior of magnificent proportions who, rumour hath it, may still be seen at midnight occasionally, riding down the Via Perki as of yore (a medieval touch) in his war harness on a charger that appears small for the weight it has to carry.

Having negotiated the flight of steps and paid liberally for the privilege of entrance to the ground, the visitor will naturally glance round for the refreshment department. He may take his

choice, passing hurriedly by the tea and coffee shed, which is decorated in the Rock cocoa style with chocolateclair enrichments by Wiseman. He enters that part of the refreshment bureau that offers something more suitable to his needs and where anything from water (H.M.S.O.2) to ginger beer (G.B.) is served. This saloon is decorated in the style that the French call "baroque." Be sure and notice the Mosaic pavement by Nicotini, soda water capsules and cigar stumps set in a ground of broken corks and burnt matches.

Having thoroughly rested himself the visitor then proceeds by routes more or less circuitous to see the show. He can try his luck in the lucky well or kick a football through the head of a man, but he cannot choose his man. Though this will, no doubt, be a great disappointment to many, yet the committee "really could not see their way," &c. He can get even with Aunt Sally by shying sticks at her if he happens to have "a down" on the old lady. At a neighbouring stall known as the "Everything Store's," Christmas presents may be bought; a permanent police official informs me that the name is justified and that we can purchase everything there from a needle to a haystack. Adjacent to the bandstand is a space reserved for dancing, and here the old saw is demonstrated that "you pays your money and you takes your choice," for you have only to name your dance and the band will play it if they can; but the Committee request that you will ask for something easy.

Approaching the N. N. E. by N. corner of the ground, within easy access of the refreshment department the visitor will find himself confronted with the jungle, the conception of the great Claudius. Here under a single roof will be found whole forests and jungles well stocked with beasts, and the sportsman can enjoy big-game shooting, including the Peak Tiger (*Felis tigris Penki*) with comparatively little personal danger and at small expense. Shakespear once asked "What's in an aim?" you can obtain an answer to this conundrum by buying a ticket at the door. A good view of the refreshment stalls may be had from almost any part of the ground, but in this case distance does not lend enchantment to the view. If you can't see it, ask a policeman. If there is no policeman it will indicate that he has already found the place. In close proximity to the bandstand is a space allotted to the Red Cross Ambulance demonstrations, where those overcome by the music and the heat and decorations of the refreshment saloon will be ministered unto by the angels in attendance. I am not feeling very well myself. Somewhere in the ground—I don't know where—golfers will find an opportunity of testing their skill and can play a match with Col. Bogey, the man we have all heard of but never seen. I could tell you stories about Col. Bogey.

Perhaps the most important edifice on the ground is the Theatre. The building is not so old as it looks and is considered safe, if rain keeps off. It was designed by the great Perki. The facade is of the switch-back variety, and the barber's poles which flank the entrances are no doubt a playful allusion to the hair-raising nature of the dramas played within the building. The colour scheme is apparently copied from the bar of some Queen's Road West beer shop, and the emblem on the apex of the pediment has evidently been pinched from the funnel of a Star ferry boat. The performances seen within are not all blood-curdling tragedies from the Wild West; there is to be a maypole dance by beautiful little fairies from the milder east. In the Theatre also will be seen a company of artists replying in the name of the "Swans" who will regale their audiences with vocal and torpid efforts, the like of which it is impossible to describe; their costumes have been specially designed to harmonise with the village green, by an eminent artist of unqualified skill.

In the wild man hut there is the camera obscura where we "see ourselves as others see us"—hence the name.

There will be donkey rides for children; if you don't know which are the donkeys, ask the man in charge.

In the S. E. E. by S. corner of the ground, those who are dissatisfied with the results of their experiments in the refreshment saloon of heavy weight-lifting can test their strength by putting down another sort of "peg."

Do not be nasty if you meet a costermonger and his barrow in the enclosure, remember, all men are brothers, and probably he will have paid for his ticket the same as you have.

Visitors should note that small change may be procured in the official bureau and enquiry office in the S. W. by S. by the wild man's hut corner of the ground, and truly he is likely to get small change if he enquires anywhere else. Missing wives, umbrellas, children, parasols, and sweethearts may be enquired for in the same office. A rose worn in the button-hole will be considered "dear" by anybody who is anybody, you know.

INTIMATIONS

LANE, CRAWFORD & Co.

NEW AUTUMN GOODS

JUST RECEIVED
NEW STOCKS
OF "WALK-OVER"
BOOTS & SHOES.

No matter what you wish them for, whether for a day's tramp, an afternoon of Sport, an evening of Society, or for Business, there is an appropriate and reliable Walk-Over Shoe for that particular occasion.

PATENT, VICI KID, RUSSIA CALF, ETC.
BEST QUALITY \$13.50 PER PAIR.

NEW SHAPES IN
LADIES'
BOOTS & SHOES
\$8.50 TO \$13.50
WE CAN SHOW YOU

THE LARGEST SELECTION IN THE COLONY.

LANE, CRAWFORD & Co.

ISHERWOOD CIGARETTES.

HAND-MADE IN CAIRO.

No. 3, Large Size

"First Quality."

Sold in tins of

100 at \$4.50

per 100 Duty

Paid.

The most

popular

Egyptian.

Finest and

Choicest

Egyptian

Cigarettes

Stands foremost

in the opinion

of all

Congressmen.



Obtainable at:

HONGKONG CIGAR STORE.

GRECO-EGYPTIAN TOBACCO STORE.

ANGLO-EGYPTIAN TOBACCO STORE.

KELLY & WALSH, LTD.

LANE, CRAWFORD & Co.

A. S. WATSON & Co.

[1204-1]

Wm. Powell Ltd
TELEPHONE 346THE HOUSE FOR
LADIES' FOOTWEAR.

UP-TO-DATE STOCK AND SMARTEST STYLES

IN

BOOTS AND SHOES

NOW ON SHOW.

[1077]

NEW ADVERTISEMENTS

NOTICE.

NOTICE IS HEREBY GIVEN that the HONGKONG STOCK EXCHANGE will be OPEN on WEDNESDAY Afternoon. The HONGKONG STOCK EXCHANGE will be CLOSED TO-DAY (THURSDAY), 19th October, 1916.
By Order,
EDWARD M. RAYMOND,
Secretary. [1278]

FIRE INSURANCE ASSOCIATION OF HONGKONG. ONE DAY.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business after 1 P.M. TO-DAY (THURSDAY), 19th October, 1916.
By Order,
E. A. M. WILLIAMS,
Acting Secretary. [1276]

MARINE INSURANCE ASSOCIATION OF HONGKONG. OUR DAY.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business after 1 P.M. TO-DAY (THURSDAY), 19th October, 1916.
By Order,
E. A. M. WILLIAMS,
Acting Secretary. [1276]

ULDERUP & SCHLUTER. IN LIQUIDATION.

CREDITORS are required to send in their claims to the Undersigned on or before TUESDAY the 31st October, 1916. Dated the 27th September, 1916.
W. G. HUMPHREYS & CO.,
No. 16, Queen's Road Central,
Liquidators. [1188]

CHINA EXPORT-IMPORT AND BANK COMPAGNIE.

NOTICE IS HEREBY GIVEN that any Persons or Firms having Claims against the Hongkong Branch of the CHINA EXPORT-IMPORT AND BANK COMPAGNIE are required to file same with the Liquidators on or before 31st October, 1916, after which date no claim will be recognized.
BRADLEY & CO., LTD.,
Liquidators. [1208]

5% FRENCH GOVERNMENT LOAN 1916. Price of issue Frs. 87.50.

SUBSCRIPTION LISTS will be OPEN on the 5th October, and close on the 29th of the same month.
The Bonds are issued in France, in multiples of Frs. 100.00 and upwards.
Bills and bonds of the "National Defense" bought before the 1st October, 1916, are accepted in payment.
Applications will be received by the Hongkong Branch of the Banque de l'Indo-Chine from date.
Hongkong, 20th September, 1916. [1195]

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE FIFTEENTH ORDINARY MEETING OF THE SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Buildings, No. 6, Connaught Road, Victoria, on SATURDAY the 21st day of October, 1916, at 11.30 a.m., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st July, 1916, and electing a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 16th to 21st of October, both days inclusive.
SHEWAN, TOMES & Co.,
General Managers. [1238]
Hongkong, 5th October, 1916.

THE DAIRY FARM CO., LIMITED. NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY MEETING OF THE SHAREHOLDERS in the above Company will be held at the Company's Town Office, Lower Albert Road, Hongkong, on MONDAY the 30th October, 1916, at 12 Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1916.
The TRANSFER BOOKS of the Company will be CLOSED on SATURDAY, the 14th October, to WEDNESDAY, the 1st November, 1916, both days inclusive.
By Order,
M. MANUK,
Secretary. [1239]
Hongkong, 6th October, 1916.



NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain, SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and complexion of the applicant, and stating the name of the steamer or other vessel, and the hour of the departure, by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 5 P.M. daily.

AUCTION

UNDER RESERVE.

BY INSTRUCTIONS OF TRUSTEES FOR DEBENTURE-HOLDERS.
FOR SALE BY PUBLIC AUCTION

ON A DATE IN DECEMBER
(To be subsequently announced),
IF NOT PREVIOUSLY DISPOSED OF BY PRIVATE SALE,
THE ORIENTAL HOTEL, KOBE,
As a Going Concern.

THE ORIENTAL HOTEL is a palatial building of brick and stone, covering an area of 46,000 sq. ft. (about 21,300 square feet), more or less, held on Perpetual Lease, situated on the Bund, Kobe, and having an uninterrupted view of the Harbour and Osaka Bay. It is within 150 yards of the principal landing-place, and is close to other points of embarkation and disembarkation, besides being 10 minutes' walk from the Railway Station. The building faces three streets, the Bund, Harima-machi, and Mayemachi, to each of which it has access.

The HOTEL consists of FOUR STOREYS, with a BASEMENT in which MACHINERY is located, together with REFRIGERATOR ROOM, KITCHENS, STEAM HEATERS, &c. An ELEVATOR runs from the Basement and Foyer to all the Floors and the ROOF GARDEN, a hundred feet above street level, from which a magnificent view of Osaka Bay is obtained.

The FOYER of the Hotel, on the ground floor, is the finest in the Far East. On the same floor is the main DINING HALL and the PRIVATE DINING ROOM and GRILL ROOMS, with READING ROOM and DRAWING ROOM. Shut off from the residential part of the Hotel, but on the same floor, is the BAR and BILLIARD ROOM, with a separate entrance.

The first, second, and third storeys in the southern half of the building, and the first, second, third, and fourth in the northern section, are set apart for guests. Some of the rooms have private baths attached. All are provided with excellent lavatory arrangements, with a constant supply of hot and cold water. The rooms are large and lofty, and some have balconies from which fine views of the harbour are obtained.

Although the building is practically fire-proof, a FIRE-EXTINGUISHING APPARATUS, installed by the Waterworks and connected with the mains in the street, has been fitted on each floor.

CENTRAL HEATING is installed, but almost all the rooms are fitted with fire-places.

This OLD-ESTABLISHED HOTEL is the only Hotel in the business quarter of Kobe, within easy reach of the Japanese town as well as the landing-place and railways.

The HOTEL is for sale as a GOING CONCERN, together with GOODWILL and all the CONTENTS, FURNITURE, MACHINERY, &c.

UNDER RESERVE.

BY INSTRUCTION OF TRUSTEES FOR DEBENTURE-HOLDERS

Should the Hotel not be disposed of as a Going Concern, the

LAND AND BUILDING

OF THE
ORIENTAL HOTEL, KOBE,

WILL BE

SOLD BY PUBLIC AUCTION
UNLESS PREVIOUSLY DISPOSED OF BY PRIVATE SALE.

THE LAND upon which the Oriental Hotel is erected is of 596 sq. ft. (about 21,300 square feet), more or less, in extent. It is held on Perpetual Lease, with all the advantages concerning tax on arising out of that form of tenure.

THE BUILDING is substantially constructed of BRICK AND STONE, and occupies virtually the whole of the site. It is of THREE STOREYS on the south side and FOUR STOREYS on the north, with a roomy BASEMENT and an attractive ROOF GARDEN.

Could be converted without difficulty into a BANK or SHIPPING OFFICE, CLUB or EXCHANGE.

Situated in the centre of the Business Life of Kobe, close to the Customs House and the new Wharves.

Elevator to all the floors.

For further particulars or for cards to view, apply to the

Trustees for First Debenture-holders,

L. J. Healing,

24, Uneme-cho, Kyobashi-ku,

Tokyo.

ROBERT YOUNG,
45 Naniwa-machi, Kobe.

HOUSES TO LET

TO LET—AT THE PEAK.

8-ROOMED FURNISHED HOUSE, for 6 or 8 months.
Apply to—
Linstead & Davis. [1272]

TO LET—FURNISHED.

From 1st November.
2, REDHILL, No. 121, THE PEAK, 5 ROOMS.
Apply to—
"J. W. C. B."
Care of GIBB, LIVINGSTON & Co. [1273]

TO LET—AT THE PEAK.

FURNISHED, 3 Stewart Terrace.
Apply—
H. E. POLLOCK,
Princes Buildings. [1218]

TO LET.

A HOUSE at Observatory Villas, Kowloon, with Tennis Court.
Apply—
ARRATON V. APCAR & Co.,
14, Des Vaux Road Central. [1215]

TO LET.

A SMALL OFFICE in Alexandra Buildings. Cheap rental.
Apply—
"A."
Care of "Daily Press" Office. [1117]

TO LET.

NO. 9 and 10, MOUNTAIN VIEW ROAD, GODOWN, No. 111, Praya East, Storage 600 tons.
Apply—
M. J. D. STEPHENS,
18, Bank Buildings. [1097]

TO LET.

From 1st November next.
FLATS in "EWO MESS," No. 8, THE PEAK.
Apply, Property Office,
JARDINE, MATHESON & Co., Ltd. [1085]

TO LET.

GODOWN in Duddell Street. Light and airy Offices overlooking Statue Square. Moderate rent.
For rent and other particulars apply to—
"A."
Care of "Daily Press" Office. [940]

TO LET.

From 1st May.
OFFICES, 2nd Floor, St. George's Buildings.
Apply to—
SHEWAN, TOMES & Co. [618]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.
Apply to—
CHINA FIRE INSURANCE Co., Ltd. [633]

TO LET.

NO. 4, DES Vaux ROAD CENTRAL, First Floor.
THE COMMODIOUS DWELLING HOUSE, with Office, Servants' Quarters, etc., No. 14, SHANNON, CANTON, from 1st June, at present in the occupation of the Imperial Russian Consulate.
Apply to—
DAVID HASSOON & Co., Ltd. [1018]

TO LET.

OFFICES at 2, Connaught Road.
HOUSE in OLIVION GARDENS, Connaught Road.
Nos. 1 and 2, WEST END TERRACE, CANTON.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. [1212]

TO LET.

TWO ROOMED FLATS in Nathan Road, Kowloon.
THREE ROOMED FLATS in Humphreys Buildings, Kowloon.
FOUR ROOMED FLATS in May Road with every modern convenience, including English Baths and Kitchen Range, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bedrooms at reasonable rentals. Immediate possession.
FOUR ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCIAL Co., Ltd.
Alexandra Buildings. [1005]

FORTHCOMING EVENTS.

TODAY
"Our Day" Sale of Roses, English Fair on Murray Parade Ground, and Evening Fete in Public Gardens.

Saturday, 21st Oct.—
11.30 a.m.—China Light and Power Co., Ltd., Meeting of Shareholders.
Friday, 22nd Oct.—
12.15 p.m.—Meeting of Licensing Board in Council Chamber.
Monday, 25th Oct.—
Noon—Dairy Farm Co., Ltd., Meeting of Shareholders.

INTIMATION

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HONGKONG DISPENSARY.

TELEPHONE 16.

the current year. This will include a sum of a little over three million dollars for the defence of the Colony and "in connection with the war." The exact meaning of the words quoted is not quite clear. Under Military expenditure, we are told, the contribution to the Imperial Government will be approximately \$2,701,700, while for the upkeep of the Volunteer force \$70,152 has been allocated. The balance, presumably, covers the maintenance of prisoners of war and the service of the new War Loan, for the amortization of which, we notice, the sum specified in the Ordinance as first printed has now been reduced by exactly one half. For the Public Service \$5,605,105 has been provided. Of this total no less than \$1,545,400 is to be devoted to Public Works Extraordinary, a convincing proof that, despite the generous contributions of the Colony towards war funds, upon which the Governor lays such stress, we are not yet under the necessity of exercising any very rigid form of economy. Even when all the contemplated disbursements, ordinary and extraordinary, have been met there will remain a surplus of \$845,845 on the year, if expectations are realised, and this, added to the credit balance from 1916, should leave in hand the substantial total of \$1,849,488. This, it may be remarked, is equivalent to nearly two-thirds of the proposed gift to the Imperial Government and to three times the sum contributed up to date towards the relief of suffering and distress occasioned by the war. In view of, of course, the fluctuations to which the Colony's revenue is liable from a variety of causes and the impossibility of forming any opinion as to the probable duration of hostilities prudence demands that the margin should not be cut too fine; but, on the other hand, there is always a danger that a Government which finds itself in possession of more money than it requires will be unable to resist the temptation to spend it upon things that are not necessary. At the present moment, when the public are being exhorted to practise economy in order that they may be the better able to support charitable objects connected with the war and to subscribe to War Loans, it behoves the Government to set an example and to make their demands upon the taxpayer for domestic purposes as moderate as possible.

A mail for Europe via Siberia closes to-day, at 1 p.m.

Mr. C. D. Wilkinson, from Hongkong, is visiting the Peking. The Rev. W. Featherstone, of Hongkong, has just returned to the south after a holiday spent in this neighbourhood.

The Military Medal has been awarded to Sergeant J. Baker, R.G.A. Sergeant Baker was stationed in Hongkong on the outbreak of war, in the 88th Company. He was then a Bombardier.

Captain H. A. S. Pressy, R.E., who on the outbreak of war was serving with the Royal Engineers in Hongkong, has been awarded the Military Cross. The London Gazette states:—"For conspicuous gallantry in action." He repeatedly rallied Infantry and brought up reinforcements to the front firing line in a wood. His bravery and coolness under fire were remarkable."

HONGKONG'S HOSPITAL BEDS IN EGYPT.

It will be remembered that in April last the local members of the Overseas Club raised the sum of £166 with the object of supporting three Hongkong beds in Netley Hospital for one year. When the money was cabled home the number of the beds allotted to the Club in Netley Hospital had already been subscribed for by other branches, and the Red Cross Society therefore decided to endow six beds in the Giza Hospital, Cairo, for a period of six months, and name them after the Colony. The period of six months has almost expired, and it is felt that an effort should be made to maintain these beds for a further six months. With this object in view an appeal is being issued to the members of the Hongkong branch of the Overseas Club. Contributions will be gratefully received by: Lieut. W. Highy, Volunteer Headquarters; Messrs. W. J. Eldridge, Taikoo Dock; E. W. Dawson, Imports and Exports Office; J. H. Mead, c/o Messrs. Kelly & Walsh, Ltd.; F. B. L. Frost, c/o E. E. Telegraph Co.; A. S. Vergette, P.W.D.; H. Sykes, Diocesan School; C. E. Warren, 30, Des Vaux Road; C. J. H. Oxberry, c/o Messrs. Gande, Price & Co.; A. B. Grew, Grand Hotel; and J. J. Bryan, F.W.D. Hon. Corresponding Secretary.

CORRESPONDENCE. A FLAT FOR UNITY.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR.—At the present time when all and every one is working for one cause, unity and brotherhood should prevail among the various communities of Hongkong. Never mind whether you are white and others black—all belong to the same family, i.e., we are all descendants of Adam and Eve. The cocks and hens do not fight when some of their little ones are born white and others black, though they all belong to the same progenitors. Why, then, should white men despise black and make all sorts of nonsensical distinctions? The answer is very plain: because pride reigns between white and black. Why should we be proud, when one day all of us will end in the same way, namely, in the grave?

The ill-feelings now prevailing in the Colony through distinction of race will greatly embarrass our good work for the one cause that we are working for. So, whether English, Portuguese, French, Chinese or Indian, we are all alike, human beings. Why, then, should we despise one another? Our Lord says, "Love your neighbours as yourself." Do we love our neighbours according to our Lord's command?

Let us be sensible and reasonable and not slaves of Lucifer, who created pride.

Let us all work like brothers of the same family, then we shall attain the great cause that we are all working for, not otherwise.—Yours, etc.,

VERITA VERITATIS.

HONGKONG MAGISTRACY.

MISSING LEATHER.

A Chinese broker of Shanghai Street, Yaumati, was released on bail of \$250, he being charged with stealing 80 catties of leather, from the cargo of the *Wiseley*, which was recently raised from the Hainan Straits.

EXPORTING SULPHUR.

A cook employed on the *Haitan* was charged by Inspector Taylor with exporting 200 lbs. of sulphur without a permit. Defendant, who said he was taking the sulphur to Swatow for the use of the medicine men, was fined \$200.

BOGUS POLICEMAN.

The stall-holders of Yaumati were duped by a bogus policeman on Thursday. A Chinese came up to them and said that unless they paid him money he would move them on. The man, who set himself up to be a policeman, collected a few dollars, and then one of the stall-holders became suspicious, caught hold of the "policeman," and took him to the police-station. Here it was quickly found that the stall-holders had been "severely had," and yesterday the man was charged before Mr. Hazeland with "assuming the designation and character of a constable."

OPIUM.

When walking along Garden Road two Chinese Revenue Officers saw five men approaching them, two of whom were carrying bundles. So soon as the men saw the Revenue Officers three of them ran away. The other two were searched and 21 catties of opium were found beneath their clothes. These two men put up a struggle, police whistles were blown, they being answered by Inspector Kent, who assisted in the arrest. As the men were being conveyed to the Imports and Exports Office one of them produced a packet of opium and threw it on the ground.

A fine of \$1,000 each was imposed, the alternative being nine months' imprisonment.

THEFTS FROM THE "ALBANIA."

On Tuesday the Chief Engineer of the s.s. *Albania* reported the loss from the lock-fast store-room in the engine-room of twelve plates of zinc, valued at \$240. On the same day, and subsequent to the discovery of the loss, the master of the *Albania* came on board and, after a search, found six of the plates in a basket on the deck, ready to be removed, and a further search resulted in the finding of the remainder of the plates under the bosun's bed. The sequel to this was that the store-keeper, bosun and No. 1 fireman were arrested, and they were charged before Mr. Hazeland with the larceny of the plates.

On the application of Mr. Davidson, who is prosecuting, the case was remanded.

THE WAR.

ENEMY ACTIVITY IN WEST.

FRENCH HEAVILY ENGAGED.

BRITISH WARSHIPS OFF AMERICAN COAST.

FIERCE ATTACKS ON RUSSIANS.

KING CONSTANTINE ANGRY.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

THE BRITISH FRONT.

MANY AIR FIGHTS.

LONDON, October 18th.

General Sir Douglas Haig reports:—We bombarded an enemy position in the neighbourhood of Neuville St. Vaast, Wytschaete and north-east of Ypres. There has been considerable reciprocal artillery work south of the Ancre.

Our aeroplanes reconnoitred largely yesterday. They attacked important military points, and there were numerous air-fights. Three enemy machines were destroyed, and one was driven to the earth. Many were also dispersed. One of our machines was brought down. Six did not return.

TRENCHES CAPTURED.

LONDON, October 17th.

General Sir Douglas Haig, in a communiqué, says:—We have entered enemy trenches west of Serre. Otherwise there is nothing to report.

HEAVY FIGHTING BY THE FRENCH.

PARIS, October 17th.

A communiqué states:—We occupied a new group of houses at Sailly-Saillisset. The enemy violently counter-attacked, and penetrated a portion of our first line, but was immediately driven out. An enemy attack east of Berny-en-Santerre was broken by our fire.

FRESH ENEMY ATTACKS.

PARIS, October 18th.

An official communiqué states:—There has been a reciprocal bombardment in the whole of the Somme region. Two fresh enemy attacks east of Belloy-en-Santerre were completely repulsed. The enemy suffered heavy losses. Amiens was bombed from the air, but no military damage was done.

SIXTY-FIVE AIR FIGHTS.

FRENCH TAKE PRISONERS.

PARIS, October 17th.

A communiqué states:—We took ninety prisoners at Sailly-Saillisset yesterday, and in the course of counter-attacks also captured two machine-guns. There were sixty-five air fights in the Somme region, in the course of which two enemy machines were brought down, and three others fell in their own lines.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

MISLED PERSIANS.

RELEASED BY THE RUSSIANS.

PETROGRAD, October 18th.

On the recommendation of General Baratoff, the Grand Duke Nicholas ordered the release of 150 Persians who were taken prisoners at Kermanshah, when fighting on the side of the Turks. General Baratoff told the prisoners that he was convinced that they had not acted of their own free will, but were misled. The Persians cried with joy, and kissed General Baratoff's hands and feet and uniform. They were given new clothes. Arrangements have been made to send them home.

[THROUGH REUTER'S AGENCY.]

FIERCE ATTACKS ON RUSSIANS.

OBSTINATE FIGHTING.

LONDON, October 17th.

A Russian communiqué states:—In the region north of Korytnitz, and near Bolahovice, obstinate fighting continues, the enemy launching fierce counter-attacks, while an uninterrupted bombardment continues with great intensity.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

BRITISH WARSHIPS OFF AMERICAN COAST.

QUESTIONS IN THE LORDS.

LONDON, October 17th.

In the House of Lords, Viscount Grey, replying to Earl Grey, said he did not know whether the Commanders of American destroyers had acceded to the request of the Commander of U 53 to clear away in order to enable them to blow up torpedoed ships. He assumed that the American Government was investigating the matter. The United States had admitted that British warships were not exceeding their rights in cruising off America, but requested us must emphatically not to patrol off the coasts, on the ground of irritation. Their warships had been instructed to comply with that request as far as possible.

STEAMER SUNK.

LONDON, October 17th.

The steamer *Wald Prince* has been sunk.

THE BALKANS

[THROUGH REUTER'S AGENCY.]

SEVERE FIGHTING ON ROUMANIAN FRONT.

ENEMY LOSE HEAVILY.

LONDON, October 18th.

A Roumanian communiqué, dated the 17th inst., shows that severe fighting is proceeding along the whole of the mountain frontier, from Caimeni, west of Brasso, to Bicz Valley, not far from Bukovina. Everywhere the enemy attacks were repulsed with heavy losses. In some cases the enemy were driven beyond the frontier. The fighting is of the hottest in Ojtoz Valley, north-east of Brusso. Here frontier positions are repeatedly changing hands. Farther south, in the Bodza Valley, the enemy was compelled to retire northwards.

VIOLENT ENEMY ATTACKS.

HEAVY LOSSES.

LONDON, October 17th.

A Roumanian communiqué states:—The enemy violently attacked the troops on the frontier at Oltuz Valley, but were driven back. We repulsed enemy attacks at Tolgyes Pass and Pridial, the latter with heavy loss. We occupied positions near Rotorturm Pass, but were compelled to withdraw a little to the southward and east of Toorzburer Pass.

GREEK OFFICIAL ACTIVITY.

ATHENS, October 17th.

There has been immense traffic during the night between Athens and Tatoi. All the Court officials have been summoned to the Palace.

[THROUGH REUTER'S AGENCY.]

GOOD WORK BY SERBIANS.

LONDON, October 17th.

A French official message from Salonika states that the Serbians repulsed violent counter-attacks at Belavoda, Cerna. There was a violent artillery duel on the right bank of the Vardar.

A ROUMANIAN RETIREMENT EXPLAINED.

LONDON, October 18th.

Mr. Stanley Washburn, wiring from the Roumanian headquarters, says that the Roumanians west of Brasso began an orderly retirement on the 8th inst., taking up positions at the foot of the hills. They are defending the Predal Pass. The movement represents a redistribution in order to shorten the line, and was not in the slightest degree forced by local necessity. During the retirement the enemy did not even touch the Roumanians.

ANGRY KING CONSTANTINE.

WILL HE DEFEND LARISSA?

LONDON, October 18th.

The *Daily Mail* correspondent at Athens states that there were high words between the King and M. Lambros when the latter presented the French Admiral's refusal to moderate the Allies' demands. The King told M. Lambros that only a confederate Admiral could present such a Note.

M. Lambros afterwards told his friends that he intended to resign, as he realised that the country was an autocracy.

When the French sailors landed, the King was most angry. He said nothing, but let it go to Larissa.

M. Skouloudis, M. Gounaris and others hastened to Tatoi and implored the King not to take such an irrevocable step. The King deferred his departure. Meanwhile, evidence is growing that it is the King's intention to organise the defence of Larissa. Adjoining stations are full of field guns, shells and rifles.

BLUEJACKETS LANDED AT PIRAEUS.

ATHENS, October 17th.

About 1,200 bluejackets have been landed at Piraeus (the port of Athens). Some have been sent to the forts and heights, others posted around the harbour, while others patrol the streets and control the railway traffic to Athens.

MORE WARSHIPS SEIZED.

CREWS SENT TO ATHENS.

ATHENS, October 17th.

Allied crews have taken possession of the warships *Averoff* (9,958 tons), *Kilkis* (ex *Mississippi*, 13,000 tons), and *Lemnos* (ex *Idaho*, 12,000 tons).

The Greek crews have been landed and sent to Athens.

LATER MESSAGES.

ATHENS, October 17th.

French and Italian bluejackets have been landed at Piraeus and have occupied points commanding Athens.

It is officially explained that the purposes of the Allied occupation are to reinforce the police.

The Cabinet has hastily assembled.

A PROLONGED INTERVIEW.

LONDON, October 17th.

Prince George of Greece has had a prolonged interview with Viscount Grey of Fallodon.

GENERAL.

[THROUGH REUTER'S AGENCY.]

IRISH RECRUITING.

SIX MONTHS RESULTS.

LONDON, October 17th.

In the House of Lords, Lord Derby said that pending the decision of the Government regarding recruiting in Ireland, he would make an appeal for voluntary recruiting. The numbers who had joined between April 24th and October 18th were:—

In Ulster	2,506
In Munster	4,749
In Leinster	3,081
In Connaught	400

[THROUGH REUTER'S AGENCY.]

THE KUT PRISONERS.

OVER 2,000 ACCOUNTED FOR.

LONDON, October 18th.

In the House of Commons, Mr. Forster stated that about 2,250 of all ranks of the Kut prisoners had been accounted for, including the Indians and those reported exchanged or dead. They were distributed over some sixteen places. Information was scanty, but these prisoners in the camps were believed to be fairly well treated.

In reply to a question as to whether the total of prisoners originally taken was not 10,000, Mr. Forster said he would not like to give figures from memory.

MONEY GIFTS TO SOLDIERS AND SAILORS.

PRACTICE TO BE PROHIBITED.

LONDON, October 17th.

In the House of Commons, Mr. Pemberton-Billing called the attention of the Government to the monetary rewards offered to soldiers and sailors by civilians for the fulfilment of their duties.

Mr. Lloyd George stated that an Army Order forbidding officers to accept such gifts was being issued.

PENALTIES ON PRISONERS OF WAR.

POSSIBLE ANGLO-GERMAN ARRANGEMENT.

LONDON, October 17th.

In the House of Commons Mr. Hope announced that the Government were considering the possibility of an Anglo-German arrangement similar to one existing between France and Germany, by which death sentences and other grave penalties on prisoners might be postponed till the end of the war.

COMMERCIAL WAR IN THE EAST.

THE NEED FOR ORIENTAL STUDY.

LONDON, October 18th.

A letter of appeal by the Committee of the Oriental School, signed by Lord Curzon (Chairman) the Earl of Cromer, the Lord Mayor and others, states that the annual income now in view is £7,000, and asks for an endowment fund of £150,000, towards which £10,000 has been raised. The letter also states that a higher standard of efficiency in Oriental knowledge will be required by the officials after the war, and preparation will be required for a fiercely waged commercial war following the cessation of hostilities. Information had been received to the effect that important steps had already been taken in Germany to give higher education to Germans about to proceed to the East.

The commercial war will probably be most acute, and the opportunities will be very great in China if our business representatives are properly equipped and take advantage thereof. The appeal emphasises the need for closer co-operation, a clearer understanding, a livelier interest and a wider recognition of a common aim between His Majesty's subjects in the East and West, and urges particularly the claims to a further recognition of Indian studies, especially in view of the splendid part played by India in the war.

MESOPOTAMIA HONOURS.

LONDON, October 18th.

In the House of Commons, Mr. Lloyd George said he hoped to issue the honours awards for Mesopotamia shortly.

PHILANTHROPIC PRINCE.

LONDON, October 18th.

The Prince of Wales has subscribed £1,000 to the Red Cross Fund.

OBITUARY.

LONDON, October 18th.

The death is announced of Mr. J. P. Gilhooly, Nationalist M.P. for County Cork, West.

The death is announced of Mr. W. B. Oldham, I.C.S., and O.L.E.

The death has taken place of Lady Ponsonby.

[THROUGH REUTER'S AGENCY.]

TROUBLE AT PADDINGTON.

2,000 EMPLOYEES "GOING SLOW."

LONDON, October 18th.

Owing to the dismissal of three car men, who were convicted of receiving stolen flour, 2,000 employees at Paddington station are "going slow" until the men are reinstated, though the Great Western Railway Company have promised to re-employ the men if the pending appeal is successful.

A number of fish, meat, and vegetable trains have been discontinued.

LATER.

The trouble at Paddington has ended.

A VISION OF HOME

"CRIBBED, CABINED AND CONFINED."

Those fortunate dwellers in the security of a British Colony will (says the London correspondent of the *Ping Pong Gazette*) have some difficulty in realising how the Englishman at home is fenced in with restrictions and instructions which in the pre-war period he would have regarded as unwarrantable interference with his rights. In these days, however, all orders under the "Defence of the Realm" are readily acquiesced in and the freedom of the subject as a text for stump or story has been put aside for the duration of the war. When compulsory service was introduced certain persons prophesied trouble, but the prophets were wrong and no great change in British customs was ever more smoothly established or more loyally received. Everybody has to carry about a registration card containing the owner's name and address and other details which once upon a time would have been undreamt of, and this card has to be produced on the application of any police officer. In prohibited areas it is forbidden even to carry a camera, and the lighting restrictions everywhere are of a drastic nature. In railway trains the occupants of a carriage at night time have to keep the blinds lowered, except in railway stations, under a penalty of six months imprisonment and a fine of a hundred pounds. In all dwelling houses and other buildings every light must be so screened as to be invisible from any direction outside under the same exacting penalty, and a very fine source of revenue has been discovered in the fines inflicted by this order.

If a flicker of light happens to get through blind and curtain a special constable enters your house, reads you a lecture and issues a summons the next day. A special constable is a personage with the effrontery of a dozen ordinary policemen, but the Great British public gently bears with him and the Englishman's castle becomes a shattered trench before him.

With regard to the sale of liquors the Board of Control is equally stringent. For home consumption a bottle of whisky can only be purchased between the hours of noon and half past two and on five days in the week. After 2.30 on Friday no sale or purchase can take place till noon of the following Monday, nor can one buy anything less than a reputed quart flask all smaller bottles being forbidden. Payment must be made when the order is given and at no other time, and all orders must be given at the place of sale and not through any employee. The penalty for non-observance of these instructions is, as before, six months hard labour and £100 fine, but in these cases the penalties fall upon both seller and purchaser. The spirit in which the public receives all efforts to be made sober by act of Parliament is well illustrated by an old gentleman of 81 who, being summoned for getting drunk and fined half a crown, gently replied "very kind of you, very cheap indeed."

ROYAL HONGKONG YACHT CLUB.

ANNUAL REPORT.

The report of the General Committee of the Royal Hongkong Yacht Club states that during the past year 18 members joined and 23 resigned; in addition, 10 members were placed on the absent members list.

The Working Account shows a profit of \$51.27 as against \$55.73 last year, but in view of the abnormal conditions a large diminution was only to be expected. The Club House is in excellent condition and the value as shown in the Balance Sheet cannot be considered excessive. During the year the landing stage was reconstructed, and the thanks of the Committee are due to Mr. E. W. Carpenter, who devoted a considerable amount of time and attention to this work.

The Rowing Report regrets that the past season (1915-16) has not been a very busy one. The cause of this is the fact that all active Rowing Members have had their military duties to perform and it has been found practically impossible to get crews together. The pairs have, however, been in constant use by many who have been able to devote a portion of their time to rowing.

A pleasing feature of the Rowing season has been the active interest evinced by the ladies in double sculling, with the result that several races were arranged. The boats and oars have been kept in good condition throughout the year.

The Sailing Committee report that in spite of adverse circumstances the past season has been most successful and the number of Yachts competing has been most satisfactory. The introduction of a new class, i.e. the Hayward Hays and Gael Class, brought forward about six additional regular competitors.

In the Championship events the racing was very well contested, as in all events the last race decided the ultimate winner.

SPORT.

CRICKET.

H.M.S. "FANTOME" v. H.M.S. "TAMAR."

Only three players in this match managed a double-figure score, Bryant and Hackett for the *Fantome* and Asst. Paymaster Wilde for the *Tamar*. Hackett did well for the *Fantome*, making 29 runs and taking 6 wickets. The game ended with a comfortable win for the *Fantome*.

Scores:—

H.M.S. FANTOME	
Hood, b Barclay	4
Lewis, c Robinson, b Barclay	4
Russell, b Barclay	9
Bryant, c Robinson, b Hall	34
Hackett, run out	29
Negus, b Barclay	2
Steele, c Russell, b Barclay	2
Manning, c and b Barclay	3
Henderson, Not Out	4
Pepper, b Hollamby	2
Pages, c Cleave, b Hollamby	0
Extras	0
Total	109

H.M.S. TAMAR.

Cleave, b Negus	7
Asst. Pay Master Robinson, b	9
Bryant	3
Rylands, b Hackett	3
Lt. Hall, b Hackett	1
Asst. Pay Master Wilde, c Steele, b Lewis	33
Hopper, b Hackett	8
Barclay, c Lewis, b Hackett	0
Hollamby, Not Out	4
Hall, Run Out	0
Curryer, b Hackett	0
Shand, c Pages, b Hackett	2
Extras	3
Total	70

88TH COMPANY v. 83RD COMPANY.

These teams met in a friendly yesterday at the Happy Valley, the result being a win for the 83rd Company by 7 runs. The winners owed their victory to Smith, who, going in first, carried his bat out for a well played 28, only giving one chance during the game, and that a difficult one. In addition, he took six wickets. For the 88th Company, Talford and Davis were the only players to reach double figures, with 15 and thirteen respectively.

Scores:—

88 COMPANY R.G.A.	
Talford, c Palmer, b Smith	15
Hammond, c and b Palmer	0
Lieut. Wilkinson, c Hartree, b Palmer	4
Caple, run out	0
Smith, b Smith	0
Mr. May, b Palmer	3
Itoss, b Smith	1
Davis, b Smith	13
Griffiths, b Smith	2
Mancini, not out	1
Simmonds, b Smith	1
Extras	5
Total	45

83 COMPANY R.G.A.

Smith, not out	28
Itice, c Talford, b Hammond	0
Lt. Baker, c Talford, b Hammond	2
Palmer, c Griffiths, b Caple	0
Taylor, b Caple	4
Lacey, c Hammond, b Caple	0
Dix, c May, b Talford	5
Mr. Hartree, c Ross, b Caple	0
Garner, b Caple	3
Townsend, b Caple	0
Attwood, b Caple	1
Extras	6
Total	52

ASSOCIATION FOOTBALL.

THE CLUB v. STAFF & DEPARTMENTS.

This match was played on the Club ground at Happy Valley yesterday. The teams lined up as follows:—

Club:—Handysides; Ralston and Stalker; Bremner, Stewart and Bond; Robinson, McTavish, Smith, Walker and Rodger.

Staff and Departments:—Pritchett; Lieut. Hughes and Lawrence; Cooke, Wood, and Goldsboro; Darricott, May, Davies, Steele and Clutterbuck.

Before: Gunner Payne.

Early play seemed devoted to players making a series of mistakes, the forwards on both sides having the greatest difficulty in passing accurately to one another. This was remedied after a time by the Club, but throughout the game Davies, at centre forward for the Staff, had but himself to rely upon in the forward line, assistance being forthcoming from Wood, and with this he had the task of trying to circumvent the Club defence. The Club defence, principally Stewart, saw to it that he never succeeded, and after while the Staff attacks became spasmodic. Davies alone needing to put the passing idea into the other Club, and some neat footwork was seen from the Club inside forwards. Thanks to the backs and Pritchett, the Staff were able to change ends without any score being recorded against them.

In the second half it was merely a question of time before the citadel fell. Long and continuous were the assaults made on the Staff goal, first Smith and then McTavish having the easiest of chances. Rodger came very close with one from the left wing, but Pritchett brought off a clever save, as he did later from Smith, being hurt in doing so. This continual potting at goal could not go on indefinitely without a score, and, after Stalker had made a brief but unsuccessful rally among the forwards, Smith put up the winning point with a capital shot in the side of the goal. Walker scored again a little later, but the point was given outside and the game ended with the Club narrow, yet it seemed easy winners by a goal to love.

GERMAN ANTI-WAR LEAFLET. FIERCE INCITEMENT TO REVOLT. WORKERS MISLED, WRONGED AND STARVING.

A Socialist anti-war leaflet, entitled "Hunger," is being circulated broadcast in Germany. It is remarkable for its bitterness and its language of frank incitement. Evidently it is being distributed widely among the troops, for the copies of it massed have reached Holland are all from soldiers. One copy of the leaflet was brought to a Dutch newspaper by a deserter. Another was thrown over the wire entanglements along the Dutch frontier by a German soldier recently returned from leave.

The leaflet, which is printed on lurid red paper, reads as follows:—

"What was expected, has come—Hunger! In Leipzig, in Berlin, in Charlottenburg, in Brunswick, Magdeburg, Koblenz and Osnabrück, as well as in many other places, disorders caused by the hunger masses have occurred before the shops dealing in foodstuffs. And those responsible for this state of things have no other remedy for the hungry masses than—a state of siege, police-swords and military patrols.

"Herr von Bethmann-Hollweg blames England for the evils at present existing in Germany, and the advocates of the continuation of the war to the bitter end, as well as the supporters of the Government, repeat this prattle. Nevertheless, the German Government must know that this state of things was bound to come about. War against Russia, France, and England was bound to lead to the isolation of Germany.

"Our war-makers lament that degenerate enemies have 'blockaded' us. But why pursue such a course in politics as will inevitably lead to a blockade? CRIME OF PROVOKING THE WAR.

"This criminal provocation of the world-war was followed by further blunders. The Government has done nothing to prevent the present starvation of the masses. Why has it done nothing? Because the Government clique, the capitalists, the Junkers, speculators in foodstuffs, do not suffer as the masses of the people suffer. On the contrary, they grow richer through the hunger of the people.

"If from the outset of the war serious measures had been taken to prevent hunger and misery, the gravity of the situation would have been revealed to the blockaded masses, and thus enthusiasm for the war would have soon cooled. Meanwhile the masses of the people were numbed by victories and triumphs, though all the time they were being delivered into the hands of agrarian and capitalist food exploiters.

"With the cry of 'Hold through' (Durchhalten), by which the Schiedemann group and its supporters are rendering great service to the Government, an attempt was made to cause the masses to lose their cool common-sense. The ruling classes do not wish to give up their mad plans as to annexation of territory, and the people are defrauded into the belief that if Germany can dictate peace terms her influence in future will be predominant.

"U-BOAT AND OTHER LIES.
"We have been told lies as to the German U boats cutting off England's supplies; and that England will be brought to her knees and the war thus ended. These are fairy tales only fit for the ears of little children. The submarine warfare only makes fresh enemies for Germany, and it is impossible to cut off England's supplies, even if Germany had ten times as many submarines as she at present possesses.

"Further, we were told that the attack on the Balkans would give Germany a chance of relieving the situation, as Turkey would be able to supply abundant foodstuffs. This was a deliberate lie, because all who are well informed know quite well that Turkey cannot supply anything, there being a lack of food both in Constantinople, and on the coast of Asia Minor, in consequence of which the Turkish Government cannot even feed its Army.

"Now they would console us with the prospect of the coming harvest; all our misery will end immediately the corn is gathered. This is also a deliberate misstatement, and a simple calculation will prove it so. In the course of 22 months of war the produce of two harvests has been consumed besides great quantities of cattle, fodder, sugar, and other foodstuffs, which had been accumulated prior to the outbreak of war. Besides all this, there was also what could be requisitioned in the occupied territory of Belgium, Northern France, Poland, Lithuania, the Baltic Provinces, and Serbia, and also the foodstuffs imported from Holland and the Scandinavian countries.

"Now there is nothing more. The occupied countries are depleted to the utmost, people are already dying of starvation in Poland and Serbia. Neutral countries are also closing their frontiers, as they are themselves beginning to suffer from lack of food. Our home harvest cannot supply very much on account of the fields having been insufficiently tilled through deficiency of labour, of manure, and of seed. The quantity of cattle available for food is small. It is now too late for a food dictator to provide for equitable distribution. The foodstuff exploiters have accomplished their work. Even if constrained they could do nothing, for there is not now sufficient food to distribute to satisfy the people.

"This is the plain truth. The people have been incited to war, in consequence of which supplies have been cut off. Capitalist criminals, with the connivance of the Government, have done the rest.

"What is to be expected in the future? We may carry on the war for half a year or a whole year longer, but meantime the people will slowly die of hunger, in which event the coming generation will be sacrificed.

"Men and women of the wage-earning class, it is with us that the responsibility lies! One way or the other! Either the masses of wage-earners will persevere in their stolid stupidity, the consequence of which will be a long process of misery, disease and death for the wage-earners will exert themselves and refuse their services to the Government and the ruling classes, forcing them to make peace. (Continued at foot of next column.)

SENSATIONS IN AEROPLANE FLIGHT

VIVID DESCRIPTION.

[BY E. P. BELL OF THE CHICAGO "DAILY NEWS."]

"Mounting on tremendous wings, with an almost deafening whirr, from one of the busiest aerodromes in Britain, I had my flight. It took place on a warm, misty, sun-spangled day, with occasional great shifting clouds. My companion was Flight Commander Captain G., one of the most brilliant pilots in England, and a man who repeatedly has met the Germans above their lines at Ypres.

"Let us try to go through it somewhat in detail. The 60 h.p. motor, tested on full throttle, is slowed down; mechanics haul away the choke before the rubber-tired ground wheels; the pilot, turning the machine round into the wind, opens up the engine, and we skim across the aerodrome like a gigantic swallow. Within a hundred yards, having leapt to a speed of fifty miles an hour, the aeroplane quits the earth imperceptibly. No sooner has she done so than one finds oneself at grips with an invisible opponent. This opponent, exerting a strange oppressiveness upon the brain, is the aviator's inveterate antagonist, resistance. As the speed increases, the machine thrusting her nose upwards, and resolutely lying over against her long spiral climb, resistance is reinforced.

"Then—what has happened? What is the meaning of this comparative softness of sound, this feeling of magical lightness, this delicious sense of relief? With some difficulty, in my deep, narrow seat, I turn and look back at the hooded and goggled captain. On his bronzed, definite features is a reassuring smile. All is well. We merely have gained an altitude of 1,000 ft. and are enjoying life on an even keel. I stare at the earth. We rise rapidly—shoot up. Though strapped in, I grip a solid bar in front of me with one hand, and cling to the side of my seat with the other.

"Whew! Surely this time we are right over! But we are not. Captain G. is merely banking her hand to show how quickly she can turn upon an enemy to the right. Then—feel I literally am losing my head in the operation—he banks her steeply the other way to show how swiftly she can double back to meet a flanking foe.

"Banking ceases, and we do a straight climb into the west. Immediately before us, as we sharply rise, is a great, loose, textured, brownish cloud. Behind it, where the sun is blazing, we catch glimpses of a vague, golden immensity. The cloud's whole soft periphery is on fire. I hold my breath. As a great projectile might have pierced it, we pierce the huge brownish mass. In the twinkling of an eye the mantle is burst asunder, and we shoot forth into the blinding rays of the sun.

"Before I can regain my sight we again are on an even keel. Our sea is waveless. The uproar of engine and propeller is hushed. Our boat is steady as a rock. One finds the flight growing on one. At first the faculties were frozen; they are beginning to thaw. At first there were no separate impressions—just an all-inclusive, tyrannous sensation of strangeness, oppression, danger. You ask yourself whatever induced you to leave so heavenly a place as the earth. But little by little the earth has lost its omnipotent attraction. You have broken its spell, as the butterfly breaks its chrysalis. You see, you think, in the air.

"You catch sight of a motor-car on a white road, behind it a shrapnel-puff of dust. 'Absurd' is the only word for the auto, and the appraise the passengers as miserable sandhoppers. Envisaging a long freight train on a great railway, you burst into laughter. Its place is in a corner of a nursery. And yet the earth is very beautiful—much more beautiful than you ever had dreamed.

"Embarking upon a fresh series of movements, we dropped theoretical bombs—practice shots signalled to the ground by wireless—at a target in the middle of a lake. For bombing practice we made dead straight drives at uniform speeds and heights over a camera obscura 1,000 ft. beneath us. Instead of dropping bombs, the pilot fires a cartridge pistol. The observer in the obscure notes the smoke, and by what Captain G. calls 'simple calculation' but by what I should call some sorcery of mathematics, the observer, plotting on paper the image of the machine as it passes over the camera, ascertains by how much, if any, the bomb would have missed the mark. We try our hand at aerial telegraphy and photography. We fly past a battle aeroplane, with a grim-looking aviator manipulating a Lewis gun in the prow. We witness formation flying, in which half a dozen machines, piloted at a stiff pace through d'ers evolutions, are qualifying for squadron fighting in the Big Push.

"Turning homewards, we finally discern the sheds of the aerodrome. The engine shut off, we glide earthwards at a speed quickly rising from sixty to more than 100 miles an hour. Our speed is checked. We are at the edge of the aerodrome at the height of the neighbouring houses. Suddenly Captain—opens the throttle, and we rush horizontally over the aerodrome at 66 miles an hour. Then the aeroplane's nose is up-lifted, and her momentum shoots her high into the blue. We swing round the aerodrome to meet the wind, the engine again is shut off, and highly practised skill causes us to flatten out just before touching the ground, and so land almost as gently as a rowboat ships into still water.

"There is no other way out. We must act! Come forth! men and women! Let your will prevail! Down with the war! Long live the international solidarity of the wage-earning classes!"

"TOMMY, JACQUES, AND BEPPO"

THE MEN CONTRASTED.

[BY LORD NORTHCLIFFE.]

To speak of our British Tommy—with whom, of course, I include his Australasian and Canadian cousins—the French Jacques, and the Italian Beppo as the three chief Allied fighting on the western front is not to overlook that other heroic figure, the Belgian Jean. In numerical comparison the brave little Belgians are so few that they cannot be classified with the mighty Armies of France and Great Britain and the great Army of Italy.

I am writing only of the soldiers whom I have seen in action. It has not been my pleasure to accompany the Russians. In point of pure chivalry I set Tommy and the brave young men who have swarmed from the Dominions on the top of a very high pedestal. Tommy is not fighting for the immediate defence of his own land. His mother, wife, and children are on his own soil. But were Tommy fighting for the defence of Surrey or Yorkshire or Scotland, Wales, or Ireland, he could not fight with greater spirit, with more steadiness, than he is doing on the Somme and in the Flanders trenches to-day.

Tommy has proved an altogether unexpected character, even to those who thought they knew him. He is not in the least like Kipling's soldiers, who represented a past generation. One essential in which he differs from all the soldiers of the world is his neatness and smartness. Neatness and smartness are akin to physical well-being, that is to say, health, and with armies, as with cities, health comes first.

Tommy's amazing cheerfulness under all conditions, his love of singing and music, often indeed of curiously sentimental melodies, has come as a surprise. As a wounded man he is notoriously one of the most remarkably light-hearted and merry-faced hospital inmates yet known. As an infantry soldier he maintains to the high credit given him by Napoleon and the Duke of Wellington in the wars of a hundred years ago. For sheer coolness and bulldog tenacity there is no one to approach him.

In the horrible days of the early part of the war, when we were practically unprovided with shells or guns, he stood the appalling German artillery bombardment in the trenches round Ypres for days in a manner that made the Hun think him almost superhuman. To-day, now that he is provided with guns of all kinds and especially with bombs, in throwing which he is a master, he comes into his own.

He is a particular man is Tommy, both as to his appearance and his food, and the infinite variety of his diet is a credit to his taste as a gourmet and some small tribute on the part of a nation which knows it is impossible to repay our men for their daily sacrifices in France, in Mesopotamia, in Africa, and in the many other odd places in which they are holding up the flag and crushing the Hun.

JACQUES, the French *poilu*, is also a revelation of the war. Somehow or other we had got it into our heads that Jacques was chiefly good in spirited attacks. But what a lesson this war has been in the astounding obstinacy and toughness of the French Jacques! At the word "Verdun" every lover of the Allied cause should raise his hat. For six months the mightiest artillery in the world has thundered at its gates. For six months Jacques, in his pale-blue coat and his pale-blue shirt, has defied gun after gun that has been firing in preparation for the attack. He has been the greatest failure in the war and that Germany's failure to take it has had more effect in neutral countries than any land operation that has happened since August 1914.

Jacques' habits are altogether different from those of our men, and in many ways his character does not resemble ours. In such homely, simple matters as a *chignon* or a fragment of harmonised verse the differences in national characteristics may often be revealed. The songs of the French soldier are quite different from ours. As often as not they sing old French war *chansons*. Our men are very enough, bivouacking and in billets, but marching along the poplar-lined roads in France, I have so often seen them of late, they have been noted by Englishmen which has been noted by foreign commentators for centuries past.

The French march with a quicker step, and very good marchers they are, and throw out their job right and left to every passer-by, and especially when a pretty girl is in sight. I once drove behind a very fat chauffeur through the French lines, and the poor man was almost choked off his seat by the *poilus*. All this strength, energy, and jocularly is largely produced by soup and bread, with a comparatively small medium of wine.

The French and Italian soldiers love soup just as much as our men hate it. In winter-time I think we might take a leaf out of the book of our French and Italian friends and try some of their excellent and strengthening soups, in which rice, macaroni, and Parmesan cheese play a large part, as also, of course, plenty of meat, onions, and other vegetables.

ITALIAN ENDURANCE.
Beppe, the typical Italian soldier, wears a steel helmet similar to that of the French, very smart grey clothes, and is immensely strong. He has done most of the heavy work in the United States and many parts of Canada for the last quarter of a century. Come of a nation that has given the world some of its best masons and quartermen, we are not surprised to find him a wonderful trench builder and road maker. He is able to withstand heat that neither the Englishman nor Frenchman could endure, for long. And he can, and does, endure far.

TALKS WITH GERMAN PRISONERS.

TYPES OF FIRST LINE TROOPS.

An officer serving on the Somme front writes:—

I've had an extremely interesting afternoon to-day interrogating German prisoners. First and foremost, we had to plough our way through the rain over daily of mud ankle-deep to the concentration camp where the prisoners were. They were absolutely fresh from the trenches, only having been taken a few days ago.

The first one I spoke to was a *Jäger* of the 28th Berlin Regiment. He didn't speak English. I asked him a question or two in my limited German. He was 31 years old, and had a wife and two children in Berlin. The separation allowance his wife receives from the German Government is 1 mark 50 pfennigs (15. 6d.) per day and 50 pfennigs (5d.) for each of the children. He had been at the front since the outbreak of war, and was very glad he had been made a prisoner. He was quite an intelligent-looking chap—evidently typical of the soldier Germany first put in the field.

We then passed on to another chap who was a *Feldwebel* (equivalent to our sergeant-major) in a regiment of infantry from the Rhine. He spoke a little English, which he had learnt at school and had picked up on the English front. He was a very fine-looking chap—very smart and soldierlike. He wasn't glad to be a prisoner, he said, a typically arrogant Hun, and evidently ruler of the roost among the other prisoners, for they were very respectful to him when he spoke to them. I thought at the time he typified the *Unter-Offizier* one used to read about when disclosures were made in the papers about the treatment meted out by German officers and non-commissioned officers to their subordinates. His manner, whilst extremely respectful to us, clearly said, "You've got me here, but there's plenty of others who will finish you off." When questioned as to what he thought of the war, he said he was sure the Germans would win and that the war would be over by Christmas. He admitted that one of the difficulties they had was due to the fact that the Wurtembergers, Saxons, and other Germanic peoples disliked the Prussians intensely.

We then wandered on to another man, who was quite willing to talk. He had been a waiter in the grill of the Savoy for four years, and so spoke very good English. He was a Berliner with a wife and family. He had been at the front since the outbreak of war, and was in the infantry. He had the Iron Cross, 2nd class, for two years' distinguished field service. He was surprised when taken prisoner by us, as he said they had no idea the British were opposing them; they thought they were still dealing with the French. He said that the Germans feared us far more than any one else. He said also that the German people entered into war very reluctantly, and they never thought England would go against them. He was unfeignedly glad to be a prisoner, and did not hesitate to say so. Before being taken he had lived on cold coffee, bully beef, and biscuits for several days—they couldn't get anything, not because our "strafo" prevented it. He said also many things which I cannot write, but which were very interesting to us. He said there was undoubtedly a shortage of food in Berlin due to our blockade. Well, he won't complain of bad food now, anyway, as we saw their food cooking, and, by Jove! it was excellent. More "Fleisch" than they'd had for months, he said. Their sleeping accommodation was excellent; in fact, all arrangements were. We treat them a damned sight better than they treat our chaps, there's not the slightest doubt of that.

I think the thing that impressed us most was the iron discipline. When we passed any of them even at quite a distance they came to attention until we had passed, and I was speaking to the *Feldwebel* for quite 20 minutes and he stood to attention the whole time and didn't move a muscle. It just shows what their own officers expect and get from them. There were several men there wearing the black and white ribbon of the Iron Cross, 2nd class, and one man a Red Cross man, has been recommended for an English decoration for gallantry in tending wounded English under shell fire after being taken prisoner. At least, that's what we were told. He was quite a lad, too, certainly not more than 20.

All the men had seen practically two years of war, so they weren't poor looking men, as they comprised part of the first troops. Germany put into the field. Some of them were slightly wounded and all of them looked worn out, as they've had a dose of a time from us. If you read your *Times* of August 25th, you'll appreciate that.

seven months in the year a degree of cold rarely felt in any part of the United Kingdom. He has been patient for years. He comes of patient stock, and he is fortunate in the possession of one of the greatest generals of the war. He means to get rid of the Austrian menace once and for all.

His aid to cheerfulness is often the guitar. At the beginning of the war the Austrians referred to the Italians scornfully as "these mandolinists." By this time they know that the man with the mandoline is also the man with the big gun, the bomb, and the bayonet.

Beppe is a fine fighter, a quick digger, a master of Alpine warfare, and an expert flyer. He has been in war for fifteen months, and he is daily learning all sorts of tricks and devices of his own. He was as badly prepared as we were at the outset. To-day he is giving the Austrians, Hungarians, and the rest of them a very bad time indeed.

GOVERNOR OF WARSAW ON FUTURE OF POLAND.

GERMANY AS "A FOSTERING FATHER."

General von Beseler, Governor-General of Warsaw, has been addressing his officers and officials on the anniversary of the creation of Warsaw as a German administrative centre.

He began by pointing out that at first the task imposed on him was of a purely military character, but in a very short time affairs were such that ameliorative measures could be introduced, "even though the smoke of powder still lay on the land, and the fields still smoked with blood. He takes great credit for the work already done, and next to providing for the German army in the neighbourhood his first care has been the welfare of the people.

In time "the fostering and protecting hand of a German administration was felt. What we have done has not met the wishes of many in the land, but we are not anxious for the applause of these people. We have made the attempt by means of a just, even though at times severe, government to convince the country that we are not cold-hearted conquerors, but a fostering father, and that it is our own aim to give it back its nationality, after 140 years of servitude."

THE TASK OF THE FUTURE.
Speaking of the task before him General Beseler felt rather undecided and avoided prophecy. "We do not yet know for certain what will happen. We do not even know how the war will turn out, for it still rages on all fronts, but I will say that with the help of God we may regard the situation everywhere as hopeful. We see how the attacks of the Russians, one after the other, are shattered. We see the superhuman efforts of our troops in the West and stand amazed and admiring at what they are accomplishing, and how they smash one attack after the other. The British and French storm their positions and leave frightful hecatombs of dead behind them. And what have they accomplished? They have occupied a wretched portion of the country, and in front of them rise gigantic bulwarks, where their fate will be still more terrible."

The Governor-General then reminds his officers and officials of the miracles performed by the German fleet, how it attacked the much stronger British Navy and drove 23 Dreadnoughts back to the English coast. But nothing in the entire situation stirs the General's eloquence to such an extent as the marvelous journey of the *Deutschland* from Baltimore to Bremen. That was almost the biggest blow suffered by the English since the beginning of the war.

Summing up the situation, Beseler thinks that the hearers may be of good courage. Germany and her allies number from 180 to 200 millions, and they are opposed by 700 millions. It is not, however, numbers that count, but intelligence. "I am firmly convinced," he concluded, "that the spirit which permeates our armies is that spirit which is to dominate the world, not in the sense of miserably subjecting it, not by exploiting it for our own benefit, but in the spirit of a free development of mankind in all realms of human activity."

CHANGED ENGLISH FACES.

"NARROWED AND LONGER."

Before the Anthropological section of the British Association a plea for a physical census of the British people was put forward by Professor Arthur Keith, when he lectured on "Recent Modifications in the Facial Type of the English People."

After the Norman Conquest, he said, definite changes began to affect the prevailing type of the English countenance. The bony frame of the eye sockets had become opened out and rounded. The cheek bones, in particular, had been modified. In 80 per cent. of Englishmen they had lost their prominence and angularity. The decadence of the cheek bones was simply part of the general reduction which was affecting all the parts which were concerned in the act of chewing.

One of the most unexpected and surprising changes related to the skeleton of the nose. There was to be seen in a very considerable proportion of modern skulls a change in the bones of the nasal aperture which was never seen in pre-medieval skulls. This change consisted in the formation of a thin, sharp, marginal plate of bone all round the edge of the nasal aperture—a formation which tended to make the aperture narrow.

The most definite changes in the modern skull referred to the jaws, gums, palate, and teeth. In every tenth modern woman and in every fifth modern man were to be seen deficiencies in the development of the jaws, contractions of the palate, irregularities and diseases of the teeth, which were absolutely unknown in England in pre-Roman times. Indeed, they did not become at all common until quite recent centuries.

Recently he had carried out a minute comparison of the skulls of fifty people who lived in England before the Norman conquest; with fifty skulls of people who lived in London during the eighteenth and early part of the nineteenth centuries. All the changes he had spoken of could be seen and estimated in this comparison. The English face had become narrower and longer.

One reason for drawing attention to these changes in our facial constitution was to urge the need of a physical survey and of the British people. Some years ago there was said to be a dearth of men physically fit to serve in the Army. We knew now that our men were fit. They were taller, stronger, and braver than any generation of their ancestors. But when the proper time came it would be extremely important to know what proportion of men were rejected because they were physically unfit.

There could be no doubt, however, that physical changes were taking place in the English people, and some of them were not changes which were for our benefit. (Continued at foot of next column.)

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43-5

DON'T WAIT

until you are worse before starting a campaign against disease. No matter how slight may be your indisposition your duty to yourself demands that immediate steps be taken to disperse it. Of course, you expect to get better and not worse, but where health is in question you are never justified in leaving anything to chance, and, as is well known, indisposition, instead of disappearing of its own sweet will, frequently develops serious disorders if neglected. Your safest course is to

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which are the World's finest house-hold remedy for the correction of derangements of the stomach, liver, or kidneys. Slight headache, loss of appetite, a nasty taste in the mouth and other little symptoms of that sort are indications of digestive disorder, and may be regarded as Nature's warning of worse troubles to follow if the cause of the present ailment be not speedily removed. Don't wait until to-morrow but take Beecham's Pills

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NOW

ultimate good. It is more than ever it was important that the British Association should take up the cause of a physical census of the people. That was wanted as a crusade to convince the English people that it was a matter worthy of their attention.

SHIPPING

ARRIVALS

CHITWEN, Chinese str., 1,177, W. C. A. Wilks, 18th October—Swatow 17th October, General—Order.

CHOYBANG, British str., 1,424, Woodget, 18th October—Swatow 17th October, General—Jardine, Matheson & Co., Ltd.

GLENOLLE, British str., 2,309, W. McGhie, 18th October—Singapore 12th October, General—Order.

HAIPHONG, British str., 1,384, W. C. Passmore, 18th October—Swatow 17th October, General—Douglas Lapraik & Co.

KALIO MARU, Japanese str., 1,629, Murakami, 18th October—Swatow 17th October, General—Osaka Shosen Kaisha.

SIANTUNG, British str., from Canton, 18th October.

TAMRU, British str., 835, Martin, 18th October—Swatow 17th October, General—Butterfield & Swire.

TOKYO MARU, Japanese str., 1,983, Adajin, 18th October—Singapore 13th October, Coal—Mitsui Bussan Kaisha.

YINGCHOW, British str., 1,236, W. S. Jones, 18th October—Shanghai 18th October, General—Butterfield & Swire.

CLEARANCES

IN THE HARBOUR MASTER'S OFFICE, October 18th.

CHOYBANG, British str., for Canton.

HUTCHOW, British str., for Tientsin.

HUPEN, British str., for Swatow.

DEPARTURES

DEMODOUX, British str., for Singapore.

FAUANG, British str., for Saigon.

HANOI, French str., for Haiphong.

IKOMARU MARU, Jap. str., for Moji.

JOSHIN MARU, Jap. str., for Swatow.

KUENANG, British str., for Canton.

KYODO MARU, Jap. str., for Bangkok.

LABRETS, British str., for Saigon.

LIANGCHOW, British str., for Manila.

SHANGHAI, Chinese str., for Kwangchow.

YINGCHOW, British str., for Canton.

PASSENGERS

Per *Haiphong*, from Swatow, for Hongkong, Mr. and Mrs. W. L. Gay.

Per *Yingchow*, from Shanghai, for Hongkong, Dr. and Mrs. Baldwin, 5 children and governess.

DEPARTED.

Per *Nippon Maru*, for San Francisco, etc., Mr. and Mrs. R. Allen, Mr. and Mrs. D. Beamis, Mr. T. J. Cokely, Miss J. L. Chase, Mr. J. Dewar, Mr. E. H. Driffen, Mr. A. Gilchrist, Mr. F. W. Gibbins, Rev. and Mrs. J. S. Hess, Mr. J. T. Muller, Miss McConnell, Mr. and Mrs. Slevin, Mr. J. G. Wiebenga, and Mr. D. C. C. Stap.

VESSELS EXPECTED.

THE ENGLISH MAIL

The str. *Nevara* left Shanghai for this port on the 18th inst., at 1 p.m., with the homeward English mails, and is due here this morning.

CANADIAN MAIL

The str. *Empress of Asia* left Yokohama on the 12th inst.

The str. *Empress of Russia* arrived at Kobe on the 17th inst., at 4 p.m., left Kobe on the 18th inst., at 6 a.m.

AMERICAN MAIL

The str. *China* left San Francisco on the 10th inst., and may be expected to arrive in Hongkong on or about the 8th November.

MERCHANT STEAMERS

The str. *Glenogle* is expected here from London on the 18th inst.

The str. *Karanga* is expected here from New York on the 23rd inst.

The str. *Gregory* from Calcutta left Singapore on the 14th inst., and may be expected here on or about the 20th inst.

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"KUMSANG," having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Steamship Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 20th Oct. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong, 16th October, 1916.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"JAPAN," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo inspecting the discharge will be loaded at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Steamship Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SABBOON & Co., Ltd., Agents, Hongkong, 16th October, 1916.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blakes Pier.

3. From Blakes Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	TYPE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SINGAPORE, MALACCA, PENANG, &c.	FUSHIMI MARU	Jap. str.	...	...	...	...
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NOVARA	Brit. str.	...	...	...	...
LONDON VIA USUAL PORTS OF CALL	NORFOLK	Brit. str.	...	...	...	...
GENOA & LONDON	GRANTHURST	Brit. str.	...	...	...	...
MARSHALLS VIA PORTS	CHORLEIGH	Brit. str.	...	...	...	...
MAURITIUS & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	...	...	...	...
VICTORIA & TACOMA VIA MANILA &c.	CHICAGO MARU	Jap. str.	...	...	...	...
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	KANAKURA MARU	Jap. str.	...	...	...	...
MEXICAN, PANAMA & OCEAN PORTS VIA JAPAN	SHITO MARU	Jap. str.	...	...	...	...
BOSTON & NEW YORK VIA PANAMA CANAL	NEWBY HALL	Brit. str.	...	...	...	...
BOSTON AND NEW YORK	ROBERTSON CASTLE	Brit. str.	...	...	...	...
NEW YORK VIA SHANGHAI, SAN FRANCISCO, &c.	YAMAGUCHI MARU	Jap. str.	...	...	...	...
SAN FRANCISCO VIA MANILA, JAPAN, &c.	SHIMO MARU	Jap. str.	...	...	...	...
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KARIMORI	Jap. str.	...	...	...	...
SAN FRANCISCO VIA NAGASAKI	OKINA	Jap. str.	...	...	...	...
SAN FRANCISCO VIA SHANGHAI, NAGASAKI & HONOLULU	KIKUCHI MARU	Jap. str.	...	...	...	...
VANCOUVER VIA SHANGHAI, JAPAN &c.	EMPEROR OF RUSSIA	Brit. str.	...	...	...	...
VANCOUVER VIA SHANGHAI, JAPAN &c.	EMPEROR OF JAPAN	Brit. str.	...	...	...	...
VANCOUVER VIA SHANGHAI, JAPAN &c.	EMPEROR OF ASIA	Brit. str.	...	...	...	...
VANCOUVER & SEATTLE	TENCHO MARU	Jap. str.	...	...	...	...
AUSTRALIAN PORTS	HIMESHA MARU	Jap. str.	...	...	...	...
SYDNEY, MELBOURNE AND ADELAIDE	NANKING MARU	Jap. str.	...	...	...	...
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU	Jap. str.	...	...	...	...
VLADIVOSTOK	MERIONTHESHIRE	Brit. str.	...	...	...	...
AMOI & SHANGHAI	TAIYU MARU	Jap. str.	...	...	...	...
SHANGHAI	SHANTUNG	Brit. str.	...	...	...	...
SHANGHAI, MOJI & KOBE	HANGKOW MARU	Jap. str.	...	...	...	...
SHANGHAI	CHOWANG	Jap. str.	...	...	...	...
SHANGHAI, KOBE & YOKOHAMA	YINGCHOW	Brit. str.	...	...	...	...
SHANGHAI, KOBE & YOKOHAMA	ATLANTIC	Brit. str.	...	...	...	...
SHANGHAI, KOBE & YOKOHAMA	GENOVA APOLO	Brit. str.	...	...	...	...
SHANGHAI	UNION	Brit. str.	...	...	...	...
SHANGHAI, MOJI & KOBE	NYANZA	Brit. str.	...	...	...	...
SHANGHAI, KOBE & YOKOHAMA	KAMO MARU	Jap. str.	...	...	...	...
SHANGHAI & KOBE	OCEAN MARU	Jap. str.	...	...	...	...
SHANGHAI, MOJI & KOBE	MAIWA	Brit. str.	...	...	...	...
SHANGHAI	TAIYU MARU	Jap. str.	...	...	...	...
ANPING & TAKAO VIA SWATOW & AMOI	HUPEN	Brit. str.	...	...	...	...
SWATOW & HANGKOW	HAIPHONG	Brit. str.	...	...	...	...
SWATOW, AMOI & FOCHOW	HAIPHONG	Brit. str.	...	...	...	...
SWATOW, AMOI & FOCHOW	HAIPHONG	Brit. str.	...	...	...	...
OWEN & ILOILO	TAMING	Brit. str.	...	...	...	...
MANILA	LOONGMAN	Brit. str.	...	...	...	...
MANILA, CEBU & ILOILO	TRIN	Brit. str.	...	...	...	...
MANILA	YOUNG	Brit. str.	...	...	...	...
MANILA, BATAVIA, &c.	SHIBOTSU MARU	Jap. str.	...	...	...	...
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	INDO MARU	Jap. str.	...	...	...	...
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	BOMBAY MARU	Jap. str.	...	...	...	...
SINGAPORE, PENANG, RANGOON & CALCUTTA	JAPAN	Brit. str.	...	...	...	...
SINGAPORE, PENANG, RANGOON & CALCUTTA	COLOMBO MARU	Jap. str.	...	...	...	...
SINGAPORE, PENANG, RANGOON & CALCUTTA	TENCHO MARU	Jap. str.	...	...	...	...
SINGAPORE, PENANG, RANGOON & CALCUTTA	TAIYU MARU	Jap. str.	...	...	...	...
BATAVIA, CHERIBON, SAMARANG, &c.	TITABONG	Jap. str.	...	...	...	...
SANDAKAN	MAUNG	Brit. str.	...	...	...	...
HOIHOW & HAIPHONG	LOONGMAN	Brit. str.	...	...	...	...

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SINGAPORE, PENANG & CALCUTTA "KUMSANG" ... Saturday, 19th Oct. 3 p.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Sunday, 20th Oct. 11 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Monday, 21st Oct. 7 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Tuesday, 22nd Oct. 3 p.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Wednesday, 23rd Oct. 11 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Thursday, 24th Oct. 7 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Friday, 25th Oct. 3 p.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Saturday, 26th Oct. 11 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Sunday, 27th Oct. 7 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Monday, 28th Oct. 3 p.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Tuesday, 29th Oct. 11 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Wednesday, 30th Oct. 7 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Thursday, 31st Oct. 3 p.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Friday, 1st Nov. 11 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Saturday, 2nd Nov. 7 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Sunday, 3rd Nov. 3 p.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Monday, 4th Nov. 11 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Tuesday, 5th Nov. 7 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Wednesday, 6th Nov. 3 p.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Thursday, 7th Nov. 11 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Friday, 8th Nov. 7 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Saturday, 9th Nov. 3 p.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Sunday, 10th Nov. 11 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Monday, 11th Nov. 7 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Tuesday, 12th Nov. 3 p.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Wednesday, 13th Nov. 11 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Thursday, 14th Nov. 7 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Friday, 15th Nov. 3 p.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Saturday, 16th Nov. 11 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Sunday, 17th Nov. 7 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Monday, 18th Nov. 3 p.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Tuesday, 19th Nov. 11 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Wednesday, 20th Nov. 7 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Thursday, 21st Nov. 3 p.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Friday, 22nd Nov. 11 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Saturday, 23rd Nov. 7 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Sunday, 24th Nov. 3 p.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Monday, 25th Nov. 11 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Tuesday, 26th Nov. 7 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Wednesday, 27th Nov. 3 p.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Thursday, 28th Nov. 11 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Friday, 29th Nov. 7 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Saturday, 30th Nov. 3 p.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Sunday, 1st Dec. 11 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Monday, 2nd Dec. 7 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Tuesday, 3rd Dec. 3 p.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Wednesday, 4th Dec. 11 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Thursday, 5th Dec. 7 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Friday, 6th Dec. 3 p.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Saturday, 7th Dec. 11 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Sunday, 8th Dec. 7 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Monday, 9th Dec. 3 p.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Tuesday, 10th Dec. 11 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Wednesday, 11th Dec. 7 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Thursday, 12th Dec. 3 p.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Friday, 13th Dec. 11 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Saturday, 14th Dec. 7 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Sunday, 15th Dec. 3 p.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Monday, 16th Dec. 11 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Tuesday, 17th Dec. 7 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Wednesday, 18th Dec. 3 p.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Thursday, 19th Dec. 11 a.m.

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FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Sunday, 22nd Dec. 11 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Monday, 23rd Dec. 7 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Tuesday, 24th Dec. 3 p.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Wednesday, 25th Dec. 11 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Thursday, 26th Dec. 7 a.m.

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FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Saturday, 28th Dec. 11 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Sunday, 29th Dec. 7 a.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Monday, 30th Dec. 3 p.m.

FOR SHANGHAI, MOJI & KOBE "KUMSANG" ... Tuesday, 31st Dec. 11 a.m.

RETURN TOURS TO JAPAN.

The steamer "KUMSANG," "NANPANG," "LANPANG," and "FOOTRANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 25 days. This service is supplemented by the "YAMAGUCHI," "KUMSANG," leaving Hongkong at regular intervals for Yokohama (via Inland Sea) and returning to Hongkong. Time occupied, 10 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodations for First Class passengers and are fitted throughout with Electric Light.

Taking cargo on Through Bills of Lading to Yangtze Ports, Chifu, Tientsin, Dairen, Wailan, etc.

Taking cargo on Through Bills of Lading to Kaitai, Lahad Dera, Singapore, Tawau, Uluken, Jember and Labuan.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS

all European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

Telephone No. 215.

For Freight or passage, apply to JARDINE, MATHESON & Co., Ltd.

GENERAL MANAGERS.

[6]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.

AGENTS.

[24]

THE ROYAL MAIL STEAM PACKET CO.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGES WITHOUT NOTICE.

SEPARATE

DATE OF DEPARTURE.

VLADIVOSTOK ... "MERIONTHESHIRE" ... On 26th October.

HOMEWARD.

GENOA ... "MERIONTHESHIRE" ... End of November.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA, PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., Ltd.

AGENTS.

[25]

THE ROYAL MAIL STEAM PACKET CO.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGES WITHOUT NOTICE.

SEPARATE

DATE OF DEPARTURE.

VLADIVOSTOK ... "MERIONTHESHIRE" ... On 26th October.

HOMEWARD.

GENOA ... "MERIONTHESHIRE" ... End of November.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA, PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., Ltd.

AGENTS.

[26]

THE ROYAL MAIL STEAM PACKET CO.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGES WITHOUT NOTICE.

SEPARATE

DATE OF DEPARTURE.

VLADIVOSTOK ... "MERIONTHESHIRE" ... On 26th October.

HOMEWARD.

GENOA ... "MERIONTHESHIRE" ... End of November.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA, PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., Ltd.

AGENTS.

[27]

THE ROYAL MAIL STEAM PACKET CO.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGES WITHOUT NOTICE.

SEPARATE

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From Hongkong Connecting with From Colombo

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong S.S. "SALAMIS" ... 30th November.

For Rates of Freight and Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

From London ... S.S. "KARONGA" ... On 28th Oct.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice. For rates of freight and further information apply to—

THE BANK LINE LTD.,

OR TO BRINE & CO., CANTON

GENERAL AGENTS

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

SWATOW and BANGKOK ... "HUPH" ... On 19th Oct. 10 A.M.
SHANGHAI ... "SHANTUNG" ... On 19th Oct. 4 P.M.
AMOI and SHANGHAI ... "TAMUI" ... On 20th Oct. 4 P.M.
CHONGKING and HONGKONG ... "TAMING" ... On 20th Oct. 4 P.M.
SHANGHAI ... "YINGCHOW" ... On 22nd Oct. 4 P.M.
MANILA, CEBU and ILOILO ... "CHENAN" ... On 24th Oct. 4 P.M.
SHANGHAI ... "CHENAN" ... On 24th Oct. 4 P.M.

DIRECT SAILINGS TO WEST RIVER

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA" "TAMING" and "TEAN". Excellent Saloon accommodation. Electric Light and Fans. Extra State-rooms on Deck, aft, on "TAMING" and "TEAN".
SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "CHENAN", "LUCHOW", "YINGCHOW", "SHANTUNG" and "HUPH". With excellent accommodation, Electric Light and Fans in Saloon and State-rooms. Maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on Through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung. For Freight or Passage apply to—
BUTTERFIELD & SWIRE, AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI AND FOOCHOW AND RETURN.

Occupying at 9 to 10 Days

STEAMERS CAPTAIN LEAVING
"HAICHONG" ... Capt. W. C. Parsons ... FRIDAY, 20th Oct. at 11 A.M.
"HAIHONG" ... Capt. J. W. Evans ... WED. DAY, 25th Oct. at 11 A.M.
"HAITAN" ... Capt. J. R. Thomson ... FRIDAY, 27th Oct. at 11 A.M.

Arrivals and Departures from the Company's Wharf (near Biko Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,

GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "GREGORY APCAR" 4,804 tons, Capt. — will be despatched for SHANGHAI, KOBE and MOJI on 23rd October.

WESTWARD

S.S. "JAPAN" 6,813 tons, Capt. G. P. Seddon, will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 28th October.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified cargo.

For Rates of Freight and Passage, apply to—

DAVID SASSOON & CO., LTD.,

111, Market Street, SINGAPORE.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail	Due at Marseilles	Due at London
COLOMBO	Noon	Str. from Colombo	1916	1916
NOVARA	Oct. 20	MORRA	Nov. 19	Nov. 25
NOVA	Nov. 17	"MONGOLIA"	Dec. 17	Dec. 24
MALTA	Dec. 1	"MALWA"	Dec. 31	Jan. 7
NANKIN	Dec. 15	Through Steamer	Jan. 17	Jan. 23
NOVAHA	Dec. 29	Through Steamer	Jan. 31	Feb. 11
SOMALI	Jan. 12	"KASHGAR"	Feb. 13	Feb. 19
NYANZA	Jan. 26	Through Steamer	Feb. 23	Mar. 11
NAMUR	Feb. 9	"ARABIA"	Mar. 11	Mar. 18

* Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking. On the Australia Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong About
NYANZA	FRIDAY, 27th October
MALTA	WED. DAY, 8th November
NANKIN	SUNDAY, 19th November
NOVAHA	SATURDAY, 2nd December
SOMALI	SUNDAY, 17th December
NYANZA	SUNDAY, 31st December

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS

(Non-Transshipment)

IN ADDITION TO THE ABOVE MAIL STEAMERS, WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON.

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave H'KONG	Leave S'PORE	Due at Marseilles	Due at London
	about	about	about	about
The Intermediate Service is Temporarily Suspended.				

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans and each Berth furnished with an Electric Reading Lamp. Passage Tickets interchangeable with the British India Co. Round-the-World Tickets and Through Tickets to New York in competition with the Principal Mail Lines. Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months. Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice. For Further Information, Passage Fare, Freight, Handbooks, etc., apply to
B. V. D. PARR, Acting Superintendent

NIPPON YUSEN KAISHA. THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	Tons	SAILING DATE
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	FUSHIMI MARU (FRIDAY, 20th Oct. at Noon) HIRANO MARU (THURSDAY, 2nd Nov. at Noon)	21,000 16,000	
VICTORIA, H.O. and SHATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	KAMAKURA MARU (TUESDAY, 31st Oct. at Noon) YOKOHAMA MARU (WED. DAY, 22nd Nov. at Noon)	15,500 12,500	
SYDNEY and MELBOURNE VIA MANILA, BANGKOK, THURSDAY ISLAND, TOWNVILLE & BRIARHILL	HEISHIN MARU (MONDAY, 6th Nov.) AKI MARU (TUESDAY, 14th Nov. at 11 A.M.)	6,000 15,500	
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	COLOMBO MARU (FRIDAY, 20th Oct.)	10,000	
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	BOMBAY MARU (THURSDAY, 2nd Nov.)	6,000	
SHANGHAI, MOJI & KOBE	RANGOON MARU (THURSDAY, 2nd Nov.) CRYLON MARU (MONDAY, 30th Oct.)	8,000 10,000	
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU (SATURDAY, 11th Nov. at 10 A.M.)	15,500	
SHANGHAI, KOBE and YOKOHAMA	KAMO MARU (FRIDAY, 27th Oct. at 10 A.M.)	16,000	

† Calling Brisbane, Sydney and Melbourne only.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL.

(CARGO ONLY).

NEW YORK VIA SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	TSUYAMA MARU (MONDAY, 23rd Oct. at 4 P.M.)	16,000
YOKOHAMA, SHANGHAI, COLOMBO, PANAMA and COLON	KANAGAWA MARU (MID. of Nov.)	15,500

For Further Information apply to—

NIPPON YUSEN KAISHA,

8, MOORE BUILDING, HONGKONG.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
NIPPON MARU	11,000 — 15 knots	THURS, 18th Oct. 10.30 A.M.
SHINYO MARU	23,000 — 21 knots	WED, 1st Nov., Noon
SEIYO MARU	14,000 — 15 knots	THURS, 9th Nov. Noon
PERSIA MARU	9,000 — 14 knots	SATUR, 20th Nov., 10.30 A.M.
KORSA MARU	18,000 — 16 knots	FRI, 29th Nov., Noon
SIBERIA MARU	18,000 — 18 knots	WED, 13th Dec., Noon
TENYO MARU	23,000 — 21 knots	TUES, 19th Dec., Noon

† Via MANILA, Omittling Shanghai.

* Cargo only.

† Proceeding to South American Ports, Omittling Manila and Shanghai.

FIRST CLASS TO LONDON G\$348 (€71.10.0) RETURN G\$609 (€122).
"SAN FRANCISCO" G\$250. ... G\$437.50.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO. SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS. BOUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Pacific Railway. Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

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SEIYO MARU ... 14,000 — 15 knots ... THURSDAY, 9th Nov.

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MAHEILLER VIA HAIPHONG, CORDILLERE ... On or about 23rd Oct.
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For VICTORIA, SEATTLE and TACOMA, VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA. "OCEANO MARU" ... Some Kava ... TUESDAY, 24th Oct. at 5 P.M. † Omittling Shanghai and Nagasaki. * Omittling Manila, Shanghai and Moji.

AUSTRALIAN LINE.

For SYDNEY, MELBOURNE and ADELAIDE. "NANKING MARU" ... FRIDAY, 27th October.

BOMBAY LINE.

For BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, AND COLOMBO.

"INDO MARU" ... FRIDAY, 27th Oct. at Noon.

JAVA-LINE.

For MANILA, SANDAKAN, MACASSAR, SOERABAYA, SAMARANG, AND BATAVIA. "SHIBETORO MARU" ... 8 Yamao ... FRIDAY, 3rd Nov. at Noon.

FORMOSAN LINE.

For TAMSUI, KEELUNG and ANPING, TAIPEI, VIA SWATOW AND AMOI. "KAIJO MARU" ... SUNDAY, 22nd Oct. at 10 A.M.

† Proceeding to Tamsui, Keelung via Swatow and Amoi. ‡ Proceeding to Anping, Tamsui and Tainan. These Formosan Lines will arrive at and depart from the Soon Yee Wharf, near the Harbour Office. For FURTHER INFORMATION, apply to—
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